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AN-AMERICAN Fisherman

35c

JULY 1951

It Is To Laugh
(An Editorial)

LAST month an article appeared in the pages of a competitor of this sheet, which purported to show that the tuna canning industry was born at San Pedro, California, the brain child of the late Alfred P. Halfhill, shortly following the dawn of the 20th century. The same article went on to state that the marketing of tuna, canned variety, actually took place when Mr. Halfhill made a trip to New York City, cut open a tin of fish for Mr. Sig. Seaman of Seaman Brothers of that city, and sold the firm on the idea of wholesaling his product.

A part of the article is true. We congratulate the magazine on its astonishing adherence to fact, an element hitherto not altogether noticable in its curriculum. It is too bad, however, that the story had been told before. *Pan-American Fisherman* printed it more than three years ago, in a series on Los Angeles-Long Beach, and surrounding areas. The complete facts are as follows, and reference in all cases is made to pages 31 and 32, *Pan-American Fisherman* issue of December, 1948. This information, moreover, was garnered from the instructive *Birth of a Mighty Industry,* a work written by C. P. Halfhill, a son of the hard-hitting Minnesota ex-groceryman and a gentleman who, by virtue of his family connection, could be considered a reliable source of reference:

" . . . In 1903, the first year's pack, he (Halfhill) was able to get up only 700 cases. Confronted with an indifferent local public, he inaugurated a demand, by some hook or crook, in the Eastern metropolitan markets, and, by virtue of intelligent placement among selected grocers, created a suitable price structure. Then he tackled the job of cramming tuna into Los Angeles, which, by that time, had become a bit more interested, but still was on the 'show me' side. His luck changed, however, on the day he met H. Jevne, pioneer Los Angeles grocer.

"Jevne, a merchant who, on more than one occasion, had taken chances on unheralded foodstuffs, told Halfhill that he would speculate with a few cases. The product, of course, sold very slowly. In fact, when Halfhill again visited Jevne's store about two years later, he discovered a quantity of the original order on the shelves. But the incident touched off one of those quirks which often mark the success of an operation, i. e., what tuna Jevne sold was gobbled up by consumers with remarkable gusto, and thus a demand was created in various sectors of the city. The ice was broken, and Halfhill found it increasingly easy to sell the three-quarter-pound tins to Los Angeles wholesalers, although it is possible that his success would have come more reluctantly had Los Angeles consumers known that "Tuna" was albacore, a fish that still was looked upon with disfavor . . .

" . . . About this time the 'tasters' which he had rammed into the East began to pay off with larger orders, and he decided that an answer to the problem lay in greater production. In 1904, therefore, he packed 1,400 cases of albacore, and from that time on, for many years, he could never pack enough albacore to supply the demand. In 1905, he packed 2,500 cases, and, in 1906, his pack jumped to

(*Continued on page 6*)

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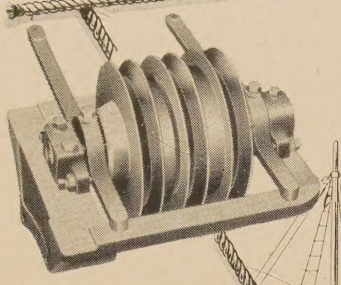

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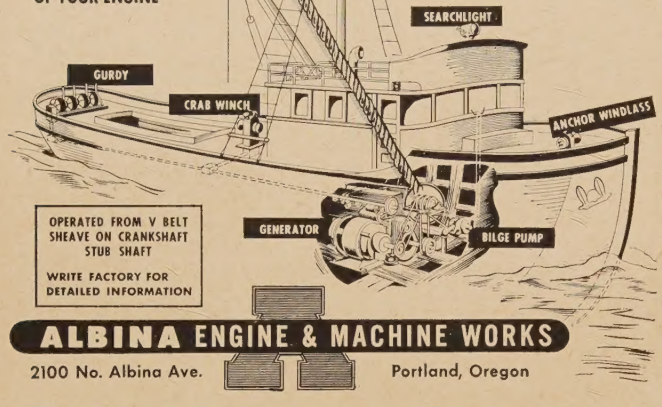

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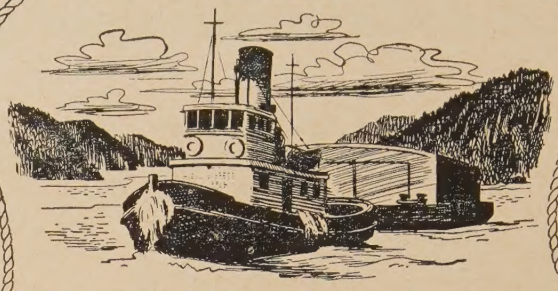

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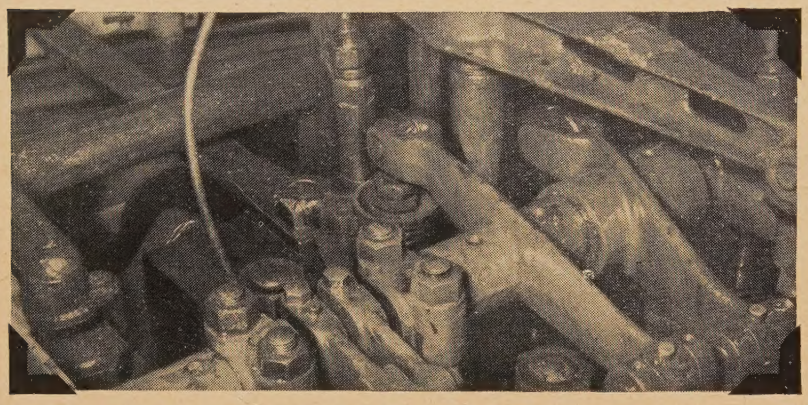

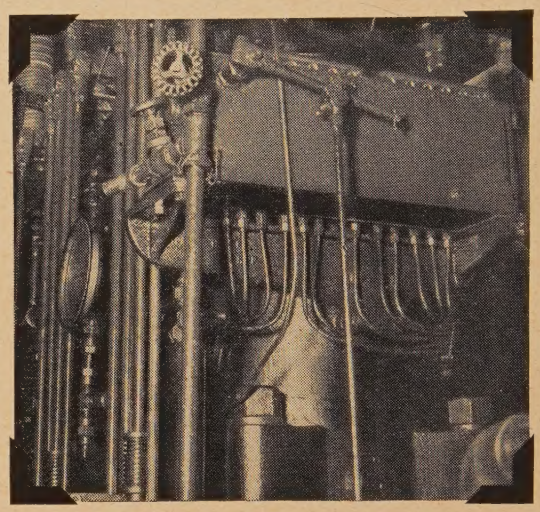

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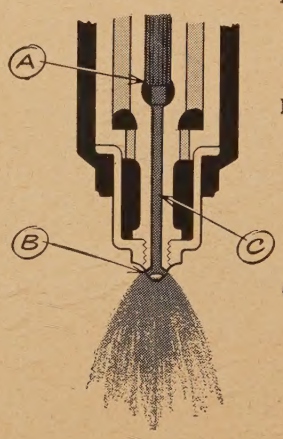

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NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

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Serving the Pan-American Fisheries
A Marine Press Publication

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Volume 5 No. 12

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COVER

Jack Springer, Editor-in-Chief of Marine Press Association, wrote a ripping editorial in answer to some erroneous assumptions by a chawming competitor in the Nawth Country. Mighty interesting reading, as you'll discover upon reading it yourself.

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William A. Walters - Phil Bertram - Hap Holliday

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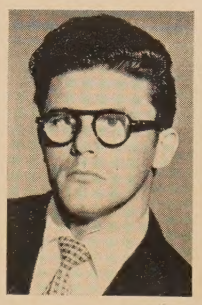
ABOUT THIS ISSUE:

ONE of the most interesting articles ever to appear in this publication can be found on page 10, and it is entitled "Prince of Adventurers," a story written by Jack Springer, *Marine Press Association* Editor-in-Chief. Springer has written many fine feature stories for this magazine, but few have surpassed the effort unfolded in this issue of *Pan-American Fisherman Magazine.*



The main character in the "Prince of Adventurers" story is Col. W. Marc McCausland, a fabulous adventurer who has traveled to Asia, Australia, South America, Europe, Canada, Mexico and just about every other place you can think of. He is, without a doubt, one of the most interesting personalities in the world. An ex-revolutionist, magazine publisher, cattle rancher, World War I doughboy and night club operator, he is the grandson of a grandfather who, during the great Civil War this country experienced, drove further North with his troops than any other Southern military commander. That same grandfather, Gen. John McCausland, following the cessation of Civil War hostilities, steadfastly refused to take the oath of allegiance demanded by the government of all high ranking officers. He maintained his stubborn avowal never to take the oath to the day he died, when he was buried in a solid silver casket.

Col. W. Marc McCausland, who is Gen. Silvano Perez Ramos's right hand man in all matters, is currently engaged in directing the Guaymas Yacht Club, Guaymas, Sonora, Mexico, as Vice Commodore and General Manager, a floating palace organized by a group of Mexican and American sportsmen in 1950, and built and financed by General Ramos.

The story really is good, and deserves more than the average amount of attention given to reading some stories.

•

It seemed as though everything Salvatore C. Spinali attempted was thwarted by some ridiculous quirk of fate, and Mother Nature's unpredictable and invisible hand of intervention. A husky 25-year-old Italian-American youngster, Spinali, on his freshman fishing voyage as a crew member aboard a giant tuna clipper, received no small portion of bruises and bumps—the majority of which were absorbed by his shins and knees!

That, of course, led the quick-thinking youth to a work bench, where, in short order, he devised a boot with specially constructed knee guards built in at the top to prevent further painful injury and uncomfortableness. He put the boot on the market for production following consultation with a lawyer, and the acquisition of a patent certificate assuring him of legal protection in the event the boot was copied in design by any wandering inventors. Needless to say, fishermen examined the newest addition to comfortable fishing gear and found it more than satisfactory. Now, following a two or three months detention in production because of minor changes, the boot will hit the retail shops in the city sometime in early fall, and if the acceptance by fishermen who have inspected the boot is nothing more than a mediocre criterion it probably will be a major contribution in furthering better performances by the boys of the oft-referred-to briny deep.

Incidentally, as this story went to press the ambitious Spinali was out on the *Sun Queen* fishing for albacore. However, his business enterprises in Point Loma aren't going to boot, for his charming sister is capably directing the cleaning establishment and clothing store, and, if balance sheets can be considered as evidence of this fact, she is doing a tremendous job. The story, entitled "The Seven League Pain Killers," is on page 9.

On page 14, under the title "From Ranches to Riches," there is an excellent story about Manuel E. Simas, Director of the M. E. Simas Boat Broker and Insurance Co.

EDITORIALS

(*Continued from front cover*)
3,000 cases. The New York market, in point, became almost overnight a gold mine, and to Seaman Brothers of that city goes the credit for establishing this aceptance. Wholesale grocers of a type who, like Jevne of Los Angeles, were willing to pioneer various foods, this firm, the country's largest handlers of Italian Tunny, took the first carload of albacore ever shipped from Southern California. The term, 'Chicken of the Sea,' so legend goes, actually resulted from the first meeting between Sig. Seaman and Halfhill., the incident came about when Halfhill and Seaman adjourned to the New Yorker's cutting room. When Halfhill opened his sample can of albacore, Seaman said, 'What is this?'

'What do you think it is?'

'I do not know, but it looks like chicken,'

'It is,' replied Halfhill, 'chicken of the sea.'

"Following this meeting, of course, Halfhill's enthusiasm jumped to white-hot proportions, and he began packing tuna with feverish haste . . . "

•

The dates given above are explanatory. Our venerable competitor, in pegging the year 1908 as the date when canned albacore first was marketed, would have been wiser, it would seem, to have called upon *Pan-American Fisherman* magazine for the loan of its back files. In the interest of good journalism, we should naturally have been happy to comply with a request of this nature.

San Diego's "Harbor Days & Golden Jubilee of Tuna" comes up on July 20, and, with due respect to Mr. Alfred P. Halfhill's accomplishments, he did *not* found the tuna industry in this city. How it *was* founded, as well as other pertinent details, will be treated with in *Golden Jubilee*, a hardback historical volume to be brought out by Marine Press Association in the latter part of July.

Certainly *Pan-American Fisherman* does not believe that its pious, estimable competitor intended, in printing an article of this kind, to embarrass San Diego's Junior Chamber of Commerce, its pioneer fishermen or its distinguished Naval authorities and businessmen. Perhaps, in presenting the foregoing little lesson in journalism, we are guilty even of making much ado about nothing.

Heigho! The world would not be what it is, it seems, without occasional exhibitions of buffoonery. Fortunately for those with senses of humor, however, most of it is on the comical, if not ridiculous, side.

San Diego's harbor is, at long last, getting some very important piers that have been needed for many years, and, incidentally, the absence of which have created no small amount of hard feelings and confusion among the pole and seine factions.

Three piers, each of which are more than 400 feet long and are capable of handling all the small fishing craft in the harbor, are well under way to being completed. They will, in time, be instrumentally valuable in bringing more fishing schooners and clippers to San Diego, which is generally regarded as the tuna capital of the world.

This, of course, leads to further comment on the facilities now afforded the heavily taxed fishermen in San Diego's booming tuna industry. There are, oddly enough, thousands of dollars received by the municipal government in lieu of personal property taxes, a lien, by the way, that portends of impending economical disaster to one of San Diego's major industries. Yet, in all honesty, where have there been improvements in the harbor to bear testimony to the actual distribution of even part of these many monies? The city has long suffered the inadequacy of unavailable docking facilities, and, in recent years, because of the tremendous increase in the fishing industry and associated industries and the subsequent lack of docking accommodations, has found it common practice among fleet operators to bypass San Diego and continue on to San Pedro, Long Beach and even so far as San Francisco. What's more, many boats that formerly claimed San Diego as their homeport now completely ignore the Southern California city because of inadequate facilities and—most important—because of the heavy tax they are assessed every year on personal property.

The new piers, needless to say, will in most instances act as a soothing ointment to many fingers that have been tax burned in the local fishing industry. Some of the fishermen in the fleet don't mind spending money if they partly profit by it. That is to say, if they spend a thousand dollars each year in paying their personal property taxes and, in return, see improvements along the waterfront that aid materially in their work, they have no ill feelings towards the city's tax program. However, if a man pays a thousand dollars a year for taxes and, year after year, never sees one solitary improvement to his working base he will inevitably give up in disgust and either leave San Diego or quit the fishing business.

It is sincerely hoped that the three piers won't be the last addition to the scarce docking facilities now in San Diego. The commercial fishing fleet is one of the oldest and richest industries in this old city, and, if, because of the lack of interest and added taxes, the majority of fleet members desert this locale, there will be many thousands of people out of work and many more thousands of dolars lost as a result.

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Athens, Greece.—Greece is seeking bids for 400 metric tons of canned sardines or pilchards prepared in tomato sauce (about 19,596 standard cases of 48 15-oz. cans). Fish may be packed in tins of 5 or 6 or 8 or 12 or 15 ounces each. Bids will be received by the Ministry of Commerce, 33 Churchill Street, Athens, Greece. Bids will be received from the U. S. and Possessions and the deadline is June 20, 6:00 p. m. (Athens time), but they will be valid for three days after closing date. Bids for less than 100 metric tons will not be considered.

Goods are to be packed by supplier in wooden or carton cases, suitable for safe sea, land, or any other kind of transportation. Only bids from suppliers who can effect delivery not later than August 25, 1951, will be considered. Bids must quote prices for delivery C and F Piraeus per case, and prices must be calculated per metric ton. Copies of announcement and terms received from Greece may be consulted by interested American suppliers at the Field Offices of the U. S. Department of Commerce, and at the offices of the Greek Consulates located: 185 Devonshire, Kwrucdoon, Massachusetts; 30 Rockefeller Plaza, New York City; 690 Market Street, San Francisco, California. This canned fish may or may not be purchased in the United States. Interested American suppliers signing contracts should make sure that such contracts before becoming effective, are contingent upon: (1) Their getting an export license, if required; (2) Their customer getting an import permit, if necessary; and (3) Their receipt of a letter of credit.

England.—Great Britain no longer regards the United States as a major source for canned fish imports, according to the May 5 issue of The Fishing News, a British fishery periodical. Japan, formerly an important supplier, furnished only 1,000 metric tons during 1950, and there was an appreciable decline in imports of canned fish from the U.S.S.R. Morocco, however, rose from a prewar level of 500 tons to 11,700 tons during 1950. More than 90 percent of Britain's total prewar supplies of canned fish were imported. Britain used to import some 76,500 metric tons of canned fish of which 18,800 tons came from the U. S. 19,000 tons from Japan, and 17,300 tons from the U.S.S.R. Home production during the prewar period was only 7,000 tons. During 1950, however, home production of canned fish increased to 15,900 tons and the 1950 imports dropped to 65 percent of the total British supplies of canned fish.

Portugal.—Portuguese fishermen operating on the Atlantic fishing banks off Newfoundland and Greenland will be able to get modern hospital-tender service with the help of up to $700,000 in Marshall Plan dollars, the Economic Cooperation Administration announced on June 6. The ECA dollars will be used to finance the cost of certain items of ship machinery and medical and surgical equipment needed in the construction of a new hospital-tender, which is to be built for the fishing fleet in a Portuguese shipyard. Among the items to be purchased with ECA dollars are radio equipment, diathermy equipment, radar equipment, two engines of about 1,250 horsepower, pumps, air compressors, a refrigerating plant, and a shaft line.

The catch of the Portuguese fleet is essential to the economy of that country, since it produces about 75 percent of the salt-fish requirements of Portugal. Primarily a cod fleet, it operates in North Atlantic waters for seven to eight months each year, from Spring to Fall. The crews number about 3,500 men. In 1950 the fleet consisted of 45 schooners and 18 trawlers, with a fish cargo capacity of about 44,400 tons of salted cod. Since the fleet operates in waters far from home, a service vessel for medical purposes as well as for supplies, is essential. The present ship servicing the fleet is the "Gil Eanes," a converted German vessel obtained as reparations after World War I, which is not considered unseaworthy.

Venezuela.—The Venezuelan Development Corporation notified the press on May 19, that it has under construction in private shipyards 28 fishing vessels. These vessels consist of two standard models, a May 21 American consular dispatch from Caracas announces. Eight of the vessels have displacements of 20 metric tons and a speed of 10 knots, with a radius of operation of 500 miles and refrigerated storage spaces. The smaller boats, of which there are 20, have 6 cubic meters of refrigerated storage space. All of these vessels are powered with Diesel engines. They will be sold to fishing companies or to fishermen who meet the requirements, either for cash or on installments. It is stated the first units will be ready very shortly.

Japan.—The Japanese Government, on April 21, 1951, adhered to the International Agreement for the Regulation of Whaling signed at Washington, December 2, 1946. Notification of adherence was communicated to the Secretary of State by the Minister for Foreign Affairs of Japan. Japan is the seventeenth country to ratify or adhere to the agreement, the other parties being Australia, Brazil, Canada, Denmark, France, Iceland, Mexico, Netherlands, New Zealand, Norway, Panama, Union of South Africa, Sweden, United Kingdom, U.S.A., and U.S.S.R. The International Whaling Commission, established by the agreement, will convene its third annual meeting in Capetown, Union of South Africa, beginning July 23, 1951. The U.S.A. is represented on the commission by Dr. Remington Kellogg, Director of the U. S. National Museum, Commissioner, and Dr. Hilary J. Deason, U. S. Fish and Wildlife Service, Deputy Commissioner.

Spain.—Purchases of fish by Spain's canning and pickling industry during April 1951 totaled 1,773.5 metric tons, or 43.5 percent of the total catches during this period, according to a May 8 report from the American Embassy at Madrid. These purchases were above the 852.1 metric tons of the previous month, and 952.5 tons for April, 1950. The fish canning industry took 260.7 metric tons of the total purchases, compared to 146.3 metric tons in March and 43.6 metric tons in April 1950.

PAN-AMERICAN
fisherman
NEWSmagazine of PAN-AMERICAN FISHERIES

EBB 'N FLOW

JULY
1951

Litigations

Innovations

Alterations

PROGRAM CREATING TEMPEST

Boomerang in Jap Fishing Industry

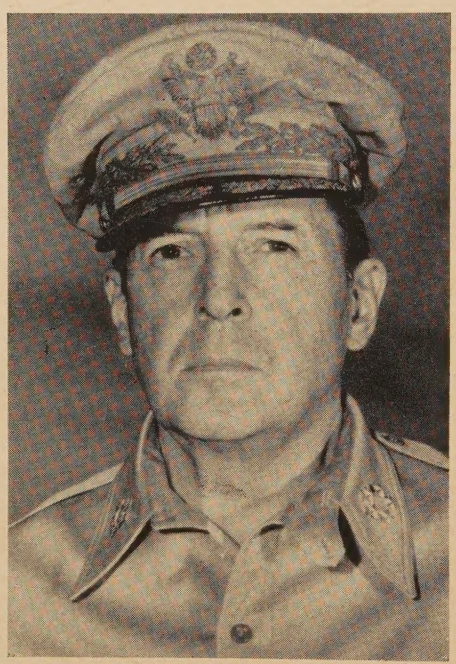
Los Angeles, California, June 5—(MPA)—According to reports received from a publication representing a good cross section of American union workers, General Douglas MacArthur might be a hero to the average American person but he's no popularity champion with the fishermen of the United States.

The good General, during his occupation rule of Japan made many enemies in the United States when he introduced his SCAP program to Japanese fishermen. A large chunk of Japanese fish production, as a consequence of the SCAP program, is gobbled up by dollar-wise American buyers, subsequently, Japan is gaining dollar credits for the trusts that dominate the industry. Since Japan is the leading fishing nation in the world, that chunk is of tremendous proportions.

However, a boomerang in the form of over-production has made itself evident, and, naturally, the Nipponese pole and seine clique is now in the throes of an expanding economic crisis. SCAP reports that with an increase in operating expenses and, in many instances, a decline in prices paid to the fishermen for their catches, the problem has attained alarming heights.

SCAP reports indicate that fishermen in the coastal fisheries are now about 40 percent more numerous than the prewar count, a result of unemployed Jap laborers and the influx of Japanese fishermen from the mother country's colonies. In addition to being hard on Japanese fishermen, the MacArthur rule has also meant hardship to American fishermen who were pushed out of the fisheries by imports.

Before World War II, Japan's huge fish exports to America were payments for the large scrap iron supplies bought by the Japanese for re-export back to the United States.



GENERAL DOUGLAS MacARTHUR

The good General's SCAP program is causing diplomatic involutions.

RECORD TUNA PACK FOR 1950

California Leads Nation

San Diego, California, June 6 —(MPA)—The 1950 pack of canned tuna and tuna-like fish set a new record in the United States—9,016,541 standard cases valued at $112,830,094 wholesale. California packed 7,971,897 cases, 88 percent of the total; Oregon packed 834,141 cases; Washington 123,444; and Maine, Massachusetts, Maryland, New York and South Carolina accounted for the remaining 87,059.

SKAGIT RIVER CLOSED

Commercial Fishermen Banned

Washington, June 6—(MPA)—Washington State's Department of Fisheries recently announced the closure of Skagit River to commercial fishing. This includes a large portion of the bay into which it empties. The line is drawn from Brown Point on the northernmost tip of Camano Island to Bald Point on the mainland. Gillnetters have fished the Skagit up as far as Mount Vernon in past years.

The closure is designed to allow greater escapement of king salmon to the spawning grounds, and should also allow further escapement of kings to the Fraser River in British Columbia.

GILLNETTERS GET LONGER SEASON

Grays Harbor

Washington, June 7—(MPA)—Gillnet fishermen in the Grays Harbor area in Washington State were assured of an extra 15-day fishing season after this year under provisions of a regulation issued by Director Robert J. Schoettler, of the Washington State Department Fisheries.

Beginning in 1952, the harbor gillnet season will extend to December 15, rather than November 30. Gillnetting in Grays Harbor will open July 16 and close November 30; the trolling season will extend from July 16 through October 31. The weekly closure will be from 6 p.m. Saturday to 6 p.m. Sunday.

A PENNY A PINCH

A Million A Squeeze

San Francisco, California, June 7—(MPA)—Seems as though everybody wants to get into the act!

Franco Spain is now attempting to

(*Continued on page 14*)

The 7-League Pain Killers

by
LAWRENCE LUSITANA

A PAIR OF SWOLLEN KNEES AND SHINS ON HIS FIRST FISHING TRIP RESULTED IN THE INTRODUCTION OF A NEW DESIGN OF FOOT GEAR FOR SAN DEGO'S FISHERMEN.

•

THE tall sunburned lad stared with his mouth agape as he watched the chumming bait swim frantically toward the boat in a desperate effort to elude the hungry horde of pursuing tuna. The incident was of little or no consequence to the more experienced fishermen, who were boarding their respective fishing racks, but to the observant youngster it was an original introduction to fishing on the high seas. This was his initial voyage, and the mysteries of the seven seas were, to him, a constant well of fascinating adventure. So fascinating in fact, he failed to notice the protective pads that other fishermen had adjusted to their knees and boot tops. The signal was given, and he eased into an appointed fishing rack. The crew worked furiously, hauling in huge two and three-pole yellowfin. Finally, with 18 tons aboard, and the tuna apparently disappearing as swiftly and mysteriously as they had appeared, the crew left the racks and stacked their poles above the bait tank shed in readiness of further action, and the ship once more cruised through the restless waves in search of additional schools of tuna. The boy, after instructions on how to properly stack his heavy fishing pole, limped back to his cabin with knees and shins skinned and swollen as a result of rubbing and knocking against the hard, metal rail of the fishing rack. The pain, previously gone unnoticed because of his eagerness to prove himself capable of becoming a competent and helpful addition to the first-class crew, now throbbed, and caused him to wince with each step. Because of the pain incurred on his first fishing voyage, he was left with some heavy thinking concerning the matter of protecting his limbs on future fishing trips.

Salvatore C. Spinali, a husky, 25-year-old 175-pound Italian-American, who owns and operates Spinali's Store for Men & Boys, and the Loma Cleaners, considers that first experience as a fisherman to be one of the most instructive chapters in his educational log of fishing. His bruised shins have healed, of course, but an idea conceived on that day has since produced lucrative results for its conceptor. Spinali's aroused ire, as a result of the pounding and abuse absorbed by his shins, motivated a strong determination to invent a preventative measure, thus assuring a smooth and comfortable performance on future trips. The idea of a boot with a built-in pad immediately materialized in his mind, and when the ship sailed into port he investigated the matter. He discovered, after interrogating ship chandlers, boat captains and fishermen, that there was no such boot. Consequently, he decided to design one. He sketched a few rough designs and took them to a lawyer for professional advice and guidance, who, after making a patent search, found that Spinali's idea was original, and they immediately applied for a patent to safeguard his effort.

After two years of research and experiment, and a constant helping hand from Hood Rubber Company, which made the samples, the boot was finally completed. During that time, however, an acute rubber shortage came into effect, and production on the boot had to be postponed until necessary materials could be obtained.

Today, after a long wait and no small amount of anxiety, production is underway, and the first shipment to San Diego is expected sometime this month. Spinali will be sole dealer and distributor of the boot, which he feels will be of great aid to the hook-and-line faction.

The success of the invention, of course, was influenced by a boyhood ambition of Spinali's to become a fisherman, but in the essence it is a result of keen forsightedness and adaptable ability.

Spinali was born in San Francisco, California, in 1925, and moved to San Diego when he was ten years young, where he completed most of his grade and high school education. San Diego, whose main source of revenue is derived from the tuna fleet, was ideally suitable for a boy like Spinali, who dreamed of working and sailing on the seas.

In 1941, at the age of 16, he decided to travel the eastern states, do some fishing, and then return to San Diego. It resulted in 3½ years residence in Boston, Mass., working in his sister's dress factory as a presser. The experience he picked up served him well. When he returned to San Diego, he opened a clothes cleaning establishment with his brother, Joe. The store's success, however, seemed doomed from its

(*Continued on page 24*)

SALVATORE C. SPINALI
Young Point Loma inventor.

McCausland
Settled down, for the time being?

PRINCE of ADVENTURERS

by John Springer

Photos:
EACOBELLIS

WHEN Colonel W. Marc McCausland, II, the soldier and ex-revolutionary, was seven years old, his father, a quiet-mannered, wealthy Louisiana gentleman of the old-world school of business, social and political decor, sat him down one day and read aloud from an adventure-packed dime novel of the Hairbreadth Harry variety. The act was designed to discourage the boy from mentally absorbing, or reacting in any other way, to such trash, to say nothing of going in for the stuff on a personal basis. Unfortunately for McCausland *pere's* piece of mind, however, this curriculum had the opposite effect on his only male issue. Its impression was so negative, in fact, that, for the next five years, W. Marc, II, turned the ancestral into an inferno of black masks, creepy cloaks and daggers. By that time, of course, W. Marc I, a banker, owner of several large cotton-producing plantations and a flock of Mississippi River steam barges, was about ready to give up.

"The boy," he complained to his wife, a black-haired, blue-eyed Irish lady, and an offshoot of the Doherty's, one of Louisiana's oldest and most tradition-bound families, "has wild blood. Before he dies, I'm afraid, he's liable to tear up quite a few pea patches, and lend himself, perhaps, to all sorts of extraordinary schemes." He was right, and, for that matter, his son's latest venture stands with the best in a series of colorful enterprises, dating back to 1914.

ON July 4, of this year, W. Marc, II, will throw open the doors of a palatial yacht club moored six miles south of Guaymas, Sonora, Mexico, on the coastline, an enterprise thought to be the second of its kind on the North and South American continents. His business partner in the venture is General Silvano Perez Ramos, President of Fomento Maritimo, the Guaymas shrimp-packing concern, and one of Mexico's leading industrialists, fisheries association heads, and ranchers. Financed largely by General Ramos and other associates besides McCausland, the sea-going palace, to be called "Guaymas Yacht Club," is a converted tug of huge proportions, and all of it has been turned into the latest facilities for dancing, dining and excursioning on a strictly first-cabin basis. General Ramos holds the title of Commodore, and McCaus-

land will function as Vice-Commodore. Each has had his individual reason for establishing the Club, and, in the case of McCausland, his is a typical one: money. A limited number of memberships are to be sold at $150.00 a year, and this entitles the applicant to a lifetime membership, with no dues or assessments. It also gets him to a ten per cent discount on all purchases. A subscriber presenting a card, of course, may avail himself of the Club's delights in the company of as many guests as he may care to bring aboard. But a card must be in evidence.

On the other hand, General Ramos expects to remain content with a small profit, or to break even. A civic-minded man and a frank Guaymas booster, his primary gesture in erecting the Club was one of public relations. A watering place for swarms of deep-sea sports fishermen for years, Guaymas, according to Ramos, has long needed a first-class rendezvous for these probers of the deep. But both are agreed on one policy, at least.

"We want to give people a place where they can relax and raise hell," McCausland explains. "But it's got to be a clean hell, and a polite sort of one."

By this remark, of course, he reflects, even though obscurely, a philosophy that has stayed with him for fifty years or so. A fastidious, courteous, well-groomed man of expensive tastes in clothes, and a devotee of punctilio in all of its forms, he weighs a shade over two-hundred pounds and stands about six-feet-one inch in shoes that more or less glitter like mirrors, even for the dust of Guaymas. His trademark is a wide, upturned planters hat, felt in winter, and Panama in summer. A small, carefully scissored military mustache, grey eyes and thick, brownish black hair adds up to an appearance that is just what it seems: a typical Southern gentleman, and one who prefers a society of the same ilk.

McCAUSLAND is the fourth W. Marc in the parish records of Louisiana, although he insists that the popular usage of chronology in Southern geneology is wrong. When his father, who has retired and now lives in a Moorish-type home in Hollywood, California, dies, W. Marc, II, will be, according to *his* conception of the correct transposition, W. Marc, I. He was born on one of his father's plantations, "Lakeland," in Point Coupe Parish. His family dates back to before the Revolutionary War, and his ancestors, including his father, were plantation inheritors.

The first McCausland, so the records have it, came to Louisiana from Virginia in the early 1700's, where he had made a fair stake in tobacco. He settled on a piece of land not far from Lakeland Plantation, stocked it with slaves and livestock and went in for cotton-growing. This eventually made him wealthy, as well as establishing the McCausland clan as a part and parcel of the Louisiana blue-bloods. Successive McCauslands added other stretches of plantation land, and, by the time the war with England exploded, in 1812, the family was ready to turn out some soldiers. The first to gain national attention was General Robert McCausland, who was General Andrew Jackson's commander of ground forces in the siege of New Orleans, and a man so rich that, at his death, he was buried in a silver casket costing $10,000.

It was about this time also that the McCauslands began to get Deep South-conscious, along with their firebrand neighbors, such as the Confederate States Beauregards, Hookers and Stuarts. When the Civil War broke out, the McCauslands produced a dozen soldiers, and one of them has lived in history, especially so in the pages of Southern history. He was General John McCausland, the Confederate General who burned Chambersburg, Pennsylvania, and who, by this act, gained the distinction of having driven farther north in the war than any other Confederate officer. He died on his plantation without having taken the oath of allegiance demanded of the defeated Southern Army officers by the Federal Government, thus becoming one of five Confederate leaders who expired as he had lived—a rebel.

WHEN W. Marc, II, squalled his way into the world, the only son in a family of three, his father had ideas that the McCausland tradition and policy was safe again in perpetuation, and, to this end, he set about to prepare the stage for his own eventual retirement. To this end, he took the first step, which involved hiring an Oxford University scholar, as a tutor for his son. This took place at a time considerably in advance of W. Marc, II's, capacity for speaking even English, but the idea was to get the pedagogue acquainted with the family, ere the cramming began. The tutor, it might be said in passing, should have stood in bed. Young Marc learned to speak well enough, but so far as what his tutor thought proper in the way of linquistics was concerned, the gentleman should have stood in bed twice. One of his pet projects involved the teaching of foreign languages. During the course of his life, McCausland has been over most of Europe and some of Asia; in most of South and North America, and the sole word that he is able to enunciate clearly and correctly today is "Si." But mathematics and science were another thing, as he soon proved.

After the tutor gave up, he was enrolled, in turn, at Morgan Park Military Academy in Chicago; the Thomas School of Finance, Baton Rouge, Louisiana; and at Louisiana State University, all of which saw fit to hand him good grades. But all of this bored him somewhat, and then came the moment when McCausland *pere's* dime-novel pidgeon came home to roost.

(*Continued on page 25*)

• Col. W. Marc McCausland, II, owns a career spotted with extraordinary incidents. His latest enterprise is a good example.

The General
Silvano Perez Ramos, wife and daughter.

Progress & Production

edited by
LAWRENCE LUSITANA

- RAYTHEON
- HUNTER
- ROLL-RITE
- FOSTER
- CUMMINS
- BENDIX
- BUCHEN

PROGRESS:

A major expansion of engine production capacity, involving new facilities that will cost $6,000,000, was announced last month by Irwin Miller, President of Cummins Engine Company, Inc., Columbus, Indiana, following approval by the Board of Directors. This third major expansion program within the past nine months will increase production capacity at Cummins at least 50 percent over the 1950 level.

The new $6,000,000 two-year expansion program matches the more than $6,000,000 already expended by Cummins in the five-year period following World War II for additional facilities. It follows closely the new $1,100,000 stores center building, 200 feet wide and 460 feet long (2.1 acres), started last September, and the $400,000 authorized only sixty days later to more than double the production of Cummins latest design "DD" fuel pump involving an extension of 9,600 square feet to the new "DD" fuel pump building, which was completed 18 months ago. Production capacity in the five years ended December, 1950, was increased at Cummins approximately 60 per cent. The company currently is operating a three-shift, six-day week, and employs 2,750 people.

SMALL FRY:

A new miniature depth recorder, designed to fill the need of an inexpensive "Water Judas" for sport fishermen, was recently announced by the Bendix Aviation Corporation. The new unit, which is described as "sensationally small," has a range of zero to 50 fathoms, and can be installed without dry docking the vessel. It measures 10-5/32" wide x 7-15/16" high x 8¾" deep and weighs 15 pounds. Sport fishermen report the 3½" x 2¼" viewing screen allows immediate and clear visibility. For further information and pertinent facts write: Pacific Division, Bendix Aviation Corporation, North Hollywood, California.

INFORMATION:

A new six-page folder, concerning a line of marine diesel engines for commercial and pleasure boats, was recently released by Harnischfeger Corporation, in Milwaukee. The bulletin, which is considered to be of especial interest to boat owners and operators, describes P & H 3, 4 and 6-cylinder, 2-cycle engines with horsepower ratings from 68 to 145. Torque, horsepower ratings and fuel consumption are graphed for each model. Featured in the bulletin is a large cutaway drawing, illustrating the patented P & H cylinder head and liner assembly, which fits all models and which can be replaced in forty minutes without dropping the oil pan. Copies of this folder are available from the P & H Diesel Division of Harnischfeger Corporation, Port Washington, Wisconsin.

PALLET DOLLY:

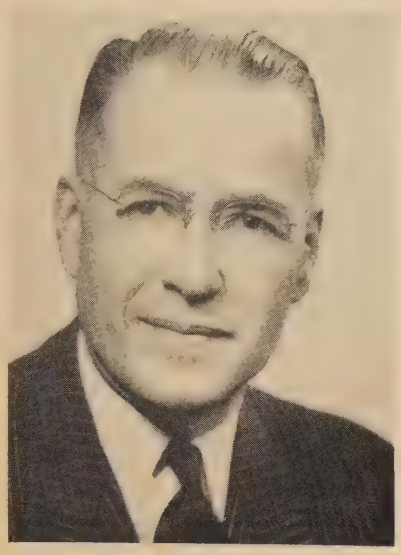
The Roll-Rite Pallet Dolly, designed for easily moving palletized loads to a point where fork trucks can operate safely and efficiently, is being manufactured by Roll-Rite Corporation, Oakland, California. Its manufacturers believe the strong tubular and pressed steel dolly is particularly suited to use in freight cars or trucks, where a mechanical carrier plus load might break through the bed. Standard sizes now in production range from 30" x 30" to 48" x 48" and may be ordered for immediate delivery. Special sizes will be made up to order. For ordering data, specifications and prices write direct to: Roll-Rite Corporation, 801 Jefferson Street, Oakland 7, California.

COOLER:

The Hunter Cargo Cooler is a complete transport refrigeration system weighing 300 pounds and extending 19 inches from the front cargo section wall. Low in intial cost, the system utilizes to maximum advantage the infallible refrigerating ability of dry ice under the control of a complete, thermostatically governed air circulation system which assures uniform and consistent temperature maintenance through and around all parts of the cargo. The unit itself, bolted to the floor in the nose of the truck or trailer, is a sturdy welded-aluminum dry ice bunker, 75 inches high, with finned exterior walls providing over 12,000 square inches of super cold surface, and is believed capable of holding any specified temperature between zero and 60 degrees. Located in the unit are two air-foil type, axial flow electric fans. These blowers, available for either 6 or 12-volt battery systems, are said to be direct and control the air stream in a manner that allows the entire cargo to be continually wrapped in a blanket of circulating refrigerated air under control of the thermostat located in the rear of the cargo space. An accessory 110-volt standby power unit is available for operation of the Cargo Cooler independent of the vehicle battery during layovers, emergencies, etc. Hunter Combination Units, incorporating both cargo coolers and cargo heaters, are also available. Complete information and descriptive literature may be obtained from: Hunter Manufacturing Company, 1550 East 17th Street, Cleveland 14, Ohio.

(*Continued on page 27*)

SILHOUETTE



MANUEL E. SIMAS

BORN INTO A LARGE FAMILY, AND PRESSED INTO WORK AT AN AGE WHEN MOST YOUNGSTERS TODAY ARE ATTENDING GRAMMAR SCHOOL, MANUEL E. SIMAS HAS MANAGED TO COME A LONG WAY IN A RUGGED PROFESSION. HERE IS HIS STORY.

From Ranches to Riches

by Robert W. McGraw

HUNGER and poverty, the hypothetical twins in the horrendous family of inhumanity and human strife, are sometimes responsible for the iniquitous existance of many hundreds of thousands of unfortunate derelicts. But, in justification to the two ugly daughters of disrepute, they can cause a complete metamorphosis to materialize, and place hope and trust where, not long before, only sickness, starvation and faithlessness lingered.

Many of America's—and the world's—leading men and women were born into families of a dozen or more children; had little or no food during some of their early days in this world; were forced to work at an age when, today, parents would be legally prosecuted by the law for allowing five- and ten-year-old youngsters to plow fields, saw trees, chop wood, build fences and, most important, remain away from school. Yet, those same leaders of today's national and international events, businesses and families wouldn't miss the opportunity to live the identical circumstances and hardships all over, for, as nine out of every ten will tell you, "It helped to make a better man of me, and was a terribly rough teacher in letting me know how to appreciate the better advantages in life if ever they were attained."

Although a large family living on a tiny ranch near Fort Jones, California in the early part of this century was not quite so poor, they nevertheless had a tough row to hoe. Mary and Anthony Simas migrated to this country's friendly shores as immigrant Portuguese from Pico, in the Azores. They, like many before them, believed a big family meant a happy and fruitful life, and, during their long and hard life together they managed to eke out a living by raising produce on their small farmland, while, at the same time, Mary bore Anthony eight beautiful children, five sons and three daughters.

The children grew fast and strong and hardy. The sons, by name Anthony, Manuel, Frank, Al and Clyde, because of the lack of money in the Simas household, were forced to go to work at a very early age. They began helping their father soon after they learned to spoon food into their mouths . . . when food was available. Getting up at 3:30 in the morning, plowing, milking, cutting, painting and building, and retiring at 10 o'clock in the evening was a back-breaking existance for youngsters of 7 to 12 years of age, but they managed to get through the work with a minimum of complaints and sickness, keeping enough food growing to keep the hungry stomachs filled most of the time, and, as is common with large families, enjoyed a close and very happy family life and comradeship.

However, the family had to have its share of tragedy along with its happiness, and so, in the year 1915, Mary Simas died. It was a blow to her devoted children, but they consoled themselves eventually and returned to their everyday chores. It was not to be too long a respite from sadness, however, for Anthony Simas, once a strong and straight-backed young man, had fallen victim to the results of hard labor and of raising a big family, and, after a short illness, died in 1920. This created a problem, for the children, although grown and able to care for themselves, were confused and lost without their beloved parents to guide them. They had received a minimum of formal education, for their services on the farm dictated the dismissal of educational aspirations from their minds. They seldom, if ever, attended school, in fact: the winter months afforded one or, at the most, two days a month in school, for the farming soil was covered with snow or flooded during that season in the year, thus relieving them of their plowing and seeding duties.

It was during this family trial that one of the boys in the family showed a natural knack for leadership and a ready aptitude for grasping serious situations by the horns, so to speak, and throwing it for a loss. He was Manuel E. Simas, the second oldest boy in the family and a go-getter from the time he first adjusted a set of reins across his young shoulders and shouted "giddy-ap" in a self-assured manner to the old plow horse his father owned. He managed to raise the remaining youngsters as good citizens, and, eventually, watched them become engaged and then married.

Manuel, after holding jobs as a farmer, miner, rancher, longshoreman, real estate representative and fireman, finally entered the insurance business in 1923, and after many years settled in Fresno in 1935, choosing to locate in that city as an officer in the New World Life Insurance Company. At that time, the company had about three policyholders in Fresno, and when Manuel E.

(*Continued on page 27*)

EBB'N FLOW

(*Continued from page 8*)

get into the fish export act, to get dollars from the United States for purchase of armaments. That country's government is encouraging export of canned fishery products from the four coastal provinces of Oviedo, Santander, Vizcaya and Guipuzcoa.

The American consul at Halifax, Nova Scotia, reports: "The present trend of the Nova Scotian fishing industry is away from salt fish to the production of fresh and frozen fish for export, principally to the United States, and for sale on a broadening Canadian market."

The American consul at Bilbao advises: "It is believed that the new export drive is to be particularly aimed at promoting exports to the United States and elsewhere in the dollar area."

YELLOWFIN MIGHTY THIN

Small Haul to Date

San Pedro, California, June 7 — (MPA)—Yellowfin tuna were not so prominent in Southern California landings during the first four landings during the first four months of 1951, as compared to 1950.

San Pedro reports yellowfin landings through April of 10,741 tons, compared to 14,286 for the same period last year. However, skipjack tuna landings made up the difference with 8144 tons landed this year compared to 4045 tons for the first four months of 1950.

This year's early albacore total at San Pedro was 1642 tons, compared to only 28 for the first four months last year.

TARIFF, SCHMARIFF!

"Harry" Kari

Washington, June 4 — (MPA) — A proclamation enacting new tariff agreements signed by President S. Truman has raised the ire of the National Canners Institute, who charged the tariff will injure seriously the Southern California fishing industry.

The agreements with Peru and Norway were among pacts signed at Torquay, England, by the United States with 17 western nations. Each adjusted tariff rates.

An agreement signed with Peru sliced the tariff on imported Peruvian bonito from 21 to 15 percent of valorem. The pact with Norway reduced the tariff on imported Norwegian sardines (not in oil) from 12½ to 6¼ percent ad valorem. Each tariff reduction was the maximum allowed under U. S. trade agreement laws.

The institute charged the reductions will inspire an increased flow of imported fish in direct competition with San Diego and San Pedro industries.

Fishing industries in the San Diego-San Pedro areas can't compete successfully with Peruvian bonito under the old 21 percent tariff rate, an institute spokesman declared. The tariff drop for sardines, he added, will cut even more deeply into the canned sardine industry.

FISHERMEN SUE BOAT OWNERS

Claim Injuries Deter Careers

San Diego, California, June 5 — (MPA) — Two crew members of San Diego-based tuna clippers sued the owners of their respective vessels for injuries alleged to have been received while working on the boats.

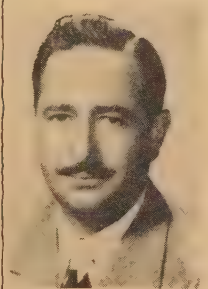
Floyd L. Upshaw, who is suing the owners of the *Sun Traveler* for $25,000, stated that on December 14, 1949, while aboard the ship moored at the B St. pier, he was struck by metal from a bursting compressor flywheel.

Kiyoshi Hirase is suing owners of the tuna clipper *Scarlet Queen* for $20,000. He claims that on November 28, 1950, he and other crew members had put out from their ship near a cove on Isabella Island, in the Galapagos group, to seek bait, and that a heavy swell carried their skiff broadside onto a reef and overturned it. He said that injuries to his left leg and left hand will prevent him from pursuing his career as a fisherman, which had paid him about $5000 a year.

Attention! TUNA FISHERMEN

The CUTRI INSURANCE AGENCY, pioneers in fisherman's accident insurance, now offers a new Fishermen's Accident Policy which pays indemnity of $100, $150 or $200 per month. This policy also pays principal sum for accidental loss of life, limbs or eyesight, up to $2,000.

FOR COMPLETE INFORMATION stop at our office or phone us



Cosimo A. Cutri, Pres.

Cutri
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MARINE EXPERT JOINS A.T.A.

Dr. Chapman Named Research Director

San Diego, California, June 14 — (MPA)—One of the world's foremost authorities on marine biology, Dr. Wilbert M. Chapman, was appointed director of research of the American Tunaboat Association. The appointment was made by Harold Cary, general manager of the association.

Dr. Chapman, who will assume his new duties in San Diego about July 15, until recently was special assistant for fisheries to the undersecretary of state. He is presently on leave as director of the School of Fisheries, University of Washington, the school from which Dr. Chapman received his bachelor's, master's and doctor's degree. He has served in many important positions, one of which was senior fishery specialist in charge of the South Pacific Fishery Projects, in which capacity it was his duty to augment servicemen's diets with locally caught fish. He wrote a book describing this project that was published in 1949, and entitled "*Fishing in Troubled Waters.*"

Dr. Chapman is a member of eleven learned societies and holds honorary and advisory positions with many organizations devoted to the study of marine problems.

Harold Cary, in discussing the new appointment, revealed that the brilliant marine biologist will act as a liaison expert between the industry and the research men of various government bureaus and institutions of learning.

"As it is now," Cary stated, "we know that these scientists have information which would probably be of great value to fishermen but it is not in the form in which we can put it to use. Dr. Chapman will be given a free hand to work as he pleases. His work will lie primarily in the field of fishery technology."

Dr. Chapman was married in 1935 and has four sons and two daughters.

23 DIE IN MEXICAN TRAGEDY!

Calmex II Capsizes Because of Overload

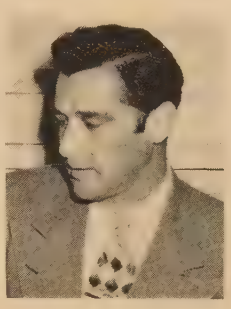
Cedros Island, Gulf of Mexico, June 19—(MPA)—The greatest tragedy in Mexico's commercial fishing history occurred approximately two miles off Cedros Island on June 19 when a 45-foot abalone tender, dangerously overcrowded with abalone divers headed to the Island from San Benito, capsized in the treacherous currents off Cedros and threw 23 men to a watery death. Fourteen others managed to swim ashore or were picked up by rescue operation units.

For a reason yet to be discovered, the

Crow's Nest

By PHIL BERTRAM

VENEZUELA and Ecuador, in common with other Latin-American countries, are anxious to improve their utilization of fisheries resources. In this connection the Fisheries Regional Officer for Latin America, Dr. B. F. Osorio Tafall, visited these countries at their request to assist in delineating fisheries problems and to advise on the application of the Expanded Technical Assistance Program of the Food and Agriculture Organization.



During his stay in Venezuela, Dr. Osorio worked in close co-operation with the officials of the Fisheries Section (Ministry of Agriculture and Animal Husbandry) and with the Fisheries Department of the Venequelan Development Corporation. The Venequelan problem falls principally into two categories, the biological and the economic. The former includes the necessity of intensifying oceanographic and marine biological studies so that intelligent utilization and management can be applied to the fisheries resources. Such studies should form the basis for a Venezuelan fisheries chart and should also provide some of the information required for framing adequate regulations for conservation of the fisheries resources.

Steps in this direction are being taken. The Venezuelan Government plans to establish a marine biological station at Cumana, for which the budget has already been approved. Cumana will make a suitable site for such a station, since it is the most important fishing harbor in the country and the center of the canning industry. The Venezuelan Fisheries Section possesses a modern research boat with oceanographic and fishing equipment suitable for investigating the hydrographic conditions and fisheries resources of both the eastern and western zones of Venequela. With the proper application of these facilities and the new station, it should be possible to make good progress in biological research. For this work the government will probably request an expert through FAO's Technical Assistance Program.

The economic program should encourage the gradual introduction of changes in the present fishing methods, and possibly the establishment in some cases of a proper regulation of the fishing effort. With regard to fish handling and the secondary phases of the industry, a thorough study should be made of the distribution and marketing systems. This applies to fish canning especially, as no recommendations can be formulated for the establishment of the canning industry on a sound commercial basis without such studies.

Fresh-water fisheries were also visited by Dr. Osorio. His first trip was to Maracay and Lake Valencia, a large body of water about 110 miles from Caracas. The volume of water in this lake which covers about 378 square kilometers, is diminishing due to intense evaporation and silting of the lacustrian bed from material carried down from the surrounding eroded hills. The fish productivity in Lake Valencia is low, and the government is interested in making hydrographic studies to determine whether the lake can be restocked with commercially valuable indigenous species.

The next locality visited was Cumana (the capital of the state of Sucre) on the shores of the Rich Gulf of Cariaco. In this area there are six modern canneries, mostly engaged in the production of sardines in oil. Dr. Osorio learned from discussion with the managers that the former very remunerative exports to foreign countries have fallen to practically nil because of competition from similar foreign products. There is a large accumulation of stocks, several plants have discontinued production, and others have reduced their output.

Fishing grounds in the Gulf of Cariaco are amongst the most productive in Venezuela. The annual catch of what is locally called sardine is about 15,000 metric tons.

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men rushed to the side of the small abalone tender, the *Calmex II*, causing the craft to list and turn completely over and sink in 120 feet of water. It is feared that many of the drowned are in the boat, and rescue officials are attempting the difficult task of recovering their bodies.

Spokesmen representing the *Pesquera del Pacifico*, of Ensenada, owner of the tender, said the divers had been ordered to wait for a larger boat on the day preceding the accident, but the divers were so anxious to get home they decided to chance the trip on the smaller vessel.

Two of the survivors swam more than a mile to Cedros Island and brought first word of the tragedy. Immediate action was taken by sea and air units to rescue men who were known to be clinging to wreckage and floating in the swift currents. A continuous air search failed to locate more than 12 survivors.

The eight-ton boat was recently on the ways at Rask's Boat Building Company in Coronado six months ago for a complete overhaul, which included a new keel, new rudder and new tail shaft. The skipper of the *Calmex II* was Capt. Fausto Silva, of Cedros.

FISHERMEN DANGED MAD

Albacore Price Cut Brings Hot Protest

San Diego, California, June 20 — (MPA) — Blasphemous imprecations, ranging from mild vexation to outraged indignation, were heard along the waterfront late last month when albacore fishermen learned that the opening price of albacore will be $350 a ton. High seas airlanes fairly burned with the news as word was dispatched by radiophone and radio to the fishing fleet in southern waters. Some Italian fishermen asserted they would continue to fish for flounders off Oceanside, California, which they sell at $600 a ton to San Pedro dealers.

FORM MARINE RESEARCH UNIT

Plans Large Scientific Program

Woods Hole, Massachusetts, June 20 —(MPA)—A new marine research institute has been formed in the Woods Hole area, already famous for its marine laboratories. The new institute, the Marine and Fisheries Engineering Research Institute, was incorporated as a non-profit organization and was founded to fill a gap between the marine research performed by scientific organizations and the practical engineering aspects required by the fishing industry and other industries with marine problems. The formation and organization of the Institute became possible through the initial financial support of the Friendship Fund, Incorporated, of New York City.

The Marine and Fisheries Engineering Research Institute will promote the advancement of the fishing industry; oceanography and other marine sciences and industries, and the exploitation of the food and other resources of the oceans and other bodies of water. This will be done through research, and the development and testing of tools and techniques, including but not limited to vessels, propulsion systems, equipment, fishing gear, fishing and marine planting methods, and marine life.

INDONESIA EXPANDS FLEET

300 Boats To Be Built

Djakarta, Indonesia, June 30—(MPA) —The newly-appointed Indonesian Minister of Agriculture, Frank E. Firth, of Milton, Mass., stated in a recent release to the press that the huge decline in Indonesian fish production is second in importance to agriculture.

"To raise fish production," Firth stated, "our fishing fleet will be expanded with 300 boats, partly to be imported from abroad and partly to be constructed by Indonesian ship-building industries. With this increase it is hoped that Indonesian production of fish for home consumption will be raised each year.

MIKE OF MONTEREY BURNS

Faulty Valve Causes Short

San Diego, California, June 19 — (MPA)—The fishing schooner, *Mike, of Monterey*, tied to the B street pier in San Diego Harbor while waiting to sail for the albacore area, caught fire when an open valve permitted a flow of water to sweep into the engine room, causing a short in the electric wiring of two small generators. The fire was quickly extinguished, and the craft was taken to the San Diego Marine Construction Co., where officials reported repairs would be completed in time for the skipper, Ernest K. Gann, to capitalize on the rich albacore hauls.

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CONNECTICUT CLAM CAPRICE

Special Program In Action

Milford, Conn., June 15—(MPA)—The U. S. Fish and Wildlife Service's shellfish laboratory at Milford, Connecticut, air-expressed several thousand young hard clams or quahogs (*Venus Mercenaria*) in special containers to a Gulf Coast investigation center at Pensacola, Florida. The clams were grown in winter at the Milford laboratory from fertilized eggs released by specially conditioned parents. Since the setting, the young clams have been kept under continuous observation.

The Gulf oyster investigations will observe their growth and behavior under conditions existing in some localities of the Gulf of Mexico. Eventually it may become possible to establish a fishable clam population in that area.

AMERICAN FIRM GOES SOUTH

Seek to Establish Cold Storage Plant

San Diego, California, June 15 —(MPA)—A representative of an American frozen foods firm is seeking to establish a cold storage plant in Sao Luis, Brazil, and to promote the exportation of shrimp. Negotiations are in progress between the State of Maranhao, fishing vessel owners, and companies who have plant installations, an American Consul dispatch from Belem stated late last month. The installations now in existance are practically unused.

JAP TUNA EXPEDITION SUCCESSFUL

3,500,000 Pounds To Date

Japan, June 16—(MPA)—The fifth Japanese mothership tuna expedition, operating in the waters adjacent to the U. S. trust territory in the Pacific, at the end of the fifth week, April 21, had caught a total of 812,279 pounds of fish. Of this total 50 per cent was yel-

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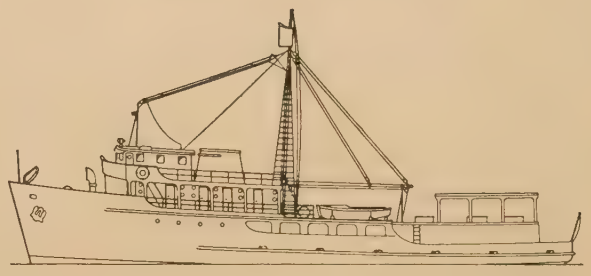

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lowfin tuna, 22 percent other tuna, 16 percent spearfish, 7 percent shark, and 5 percent all other fish, according to a weekly summary of SCAP's natural resources section. The expedition is headed by the Japanese mothership *Tenyo Marue No. 3.*

Average catch per day was 3,635 pounds, and the average yellowfin weight was 59 pounds a day. Estimated total production for the entire 11 weeks of the expedition is 3,500,000 pounds.

OYSTER PRODUCTION UP

Washington Reports 60% Increase

Seattle, Washington, June 4—(MPA)—A 60 percent increase in Washington State's oyster production in 1950 was reported this month by the State Department of Fisheries.

A total of 47,226,850 pounds (944,537 bushels) of Pacific and Olympia oysters were harvested, compared with 29,535,750 in 1949. The wholesale value was reported at $3,859,593, an increase of more than $1,000,000 over the preceding year.

SUN JEWEL CREWMAN HURT

Explosion Burns Yncenio Gonzales

San Diego, Calif., June 4—(MPA)—Badly burned by an explosion to the motor launch in which he was riding, Yncenio Gonzales, 36-year-old crewman on the fishing vessel *Sun Jewel*, was flown by a Coast Guard PBM mercy plane from La Paz, near the tip of Baja California, to San Diego. A waiting ambulance rushed him to the Naval Hospital, where doctors said he had second degree burns of the hand and arms, burns of the knee and ankle and a gash on the head.

FISHERMAN INJURED

Big Hook Buried in Jaw

San Diego, California, June 4 — (MPA)—A San Pedro fisherman was flown to San Diego's Naval Hospital early last month after sustaining a painful injury while working aboard the purse seiner, *Minnie Bell.* A Coast Guard mercy plane at Magdalena Bay, Lower California, took John R. Todd, 36, aboard and, with a barbed bait-hook embedded in his jaw, flew him to the Southern California city for medical attention.

Todd was caught with the hook when a crew member flipped a line. The hook had been embedded in his jaw nearly 12 hours when he finally reached the hospital.

SHIFT SARDINE FISHING AREAS

Gov. Warren Signs New Law

Sacramento, California, June 5 — (MPA)—Legislation shifting the sardine fishing areas was signed into law late last month by Governor Earl Warren in Sacramento, Calif. The measure moved the line dividing north and south areas from Piedras-Blancas Light to Point Arguello.

The northern fishing season opens August 1, while the southern season does not open until October 1.

FISHING BOATS INVADE SAN DIEGO

Albacore Running in Southern Waters

San Diego, California, June 15 — (MPA)—More than 1000 fishing boats have nudged their way into San Diego's busy harbor this week in preparation for the opening of the albacore run in Mexican waters. Boast from as far away as Alaska and Canada tied up three and four deep along the piers and embarcadero in anticipation of a mad dash south the latter part of the week. And, as most of the captains and owners know, "Thar's gold in them thar fish hauls!"

The mass invasion of fishing craft was touched off by a report received from the *Jimmy M*, of San Francisco. Fishing off the Guadalupe Island, the Northern California boat radioed news that fourteen albacore had been caught and, according to the *Jimmy M's* skipper, Capt. Hayward Stack, more were caught on successive days.

Interest jumped sky high when it was learned by fishermen that the tasty fish was bringing $500 to $550 a ton, a substantial increase over last year's price, which was $400.

Albacore, when running, usually has a season lasting from mid-June to September. Last year the run was joined by salmon trawlers from Ketchikan, Nome and Bristol Bay, jig boats and trawlers from the Columbia River and Puget Sund and fishing craft from the Sacramento River and San Pedro.

The fish caught by the *Jimmy M* were averaging about 10 and 12 pounds, however, the size will probably increase to 35 pounds, which was last year's average.

Albacore fishing grounds are as far south as Turtle Bay in Baja California to 150 miles offshore, as well as in the Guadalupe Island's vicinity.

ELECTRIC FISHERMEN

New Method of Trapping Fish

La Jolla, California, June 19—(MPA)—Three scientists from Scripps Institution of Oceanography at La Jolla reported last month that electric currents some day may replace nets as a method

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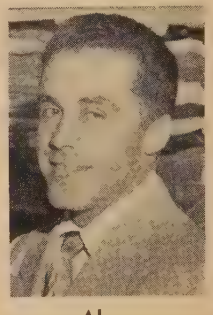

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of catching fish commercially.

Drs. Carl L. Hubbs, Andreas B. Rechnitzer and John D. Isaacs revealed to the American Association for the Advancement of Science at a meeting in Los Angeles that the idea is based on a discovery made several years ago by German scientists. The Germans discovered that fish were attracted to the posi-

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Backwash

By HAP HOLLIDAY

THE California State Fish and Game Commission meeting, held April 13, produced plenty of results, interesting talks, introduction of new personalities and completion of pressing matters that had been added to the long agenda. One of the subjects discussed by the commission was the use of rotenone and its effect on fish life.

A. C. Taft, Bureau of Fish Conservation official, made an oral report to the commission on the rotenone program. He spoke of meetings held with representatives of the Agricultural Extension Service at the University of California at Berkeley, which sponsors the program advocating the use of rotenone, and their willingness to include in their instructions and program a clear reference to any dangers involved in the use of rotenone in spraying cattle. He expressed doubt that the use of rotenone is serious on a statewide basis and stated his belief that the matter is well in hand, and revealed that the feeling of the dairymen is that the use of rotenone and its danger to fish life has been overemphasized.

A few months ago, in Northern California streams, State Fish and Game officers were receiving reports from various regions in that area that large packs of dead steelhead had been sighted in waters that flowed by farms and ranches. An intensive investigation as a result of the reports revealed that ranchers and farmers, after spraying their cattle and crops with the poisonous rotenone, had allowed some of the deadly stuff to get into the streams, subsequently killing the fish. Pictures were taken of thousands and thousands of salmon, trout and steelhead by Fish and Game representatives so that positive proof would be available in the event legal procedures were instigated.

The poison is not toxic to humans or animals, but kills fish almost instantly by paralyzing their gills and suffocating them. The investigation revealed, among other things, that cattle crossing an overpass above San Geronimo Creek had dripped the poison into the stream following a substantial spraying by their owner. One drop of rotenone will contaminate 32 gallons of water; one pound will kill all fish in an acre of water one foot deep, and 7½ pounds of the deadly mixture will contaminate 2,443,882 gallons of water.

To date, no repetition of the mass poisoning has occurred, but, nevertheless, authorities are maintaining a watchful guard over the areas in which rotenone is known to be used, and are insisting upon safety measures being obeyed and complied with by those persons using the poison. Further damage to streams might seriously destroy or deter spawning locations if additional accidents occur.

■

An organization was recently formed in Spain, with headquarters in Santander, to promote the export of canned fishery products from the four coastal provinces of Oviedo, Santander, Vizcaya, and Guipuzcoa, states a recent American consular dispatch from Bilbao.

It is believed that the new export drive is to be particularly aimed at promoting exports to the United States and elsewhere in the dollar area. The new group export body, called Export Operation CP3 (*Conservas De Pescado*) is to be the third such Spanish organization to have been formed within the past few months. Operation CP1 covers the Calician area, and CP2 the South Atlantic provinces. All of these groups are apparently patterned after and are rather similar to operation M1, which was formed in June of 1949 for the promotion of exports from the province of Guipuzcoa.

There are similar reports from the American consul at Halifax, Nova Scotia. It is reported that the trend of Nova Scotian fishery officials is away from salt fish, and concentration to the production of frozen and fresh fish for export.

tive anode of a gap in an electric current. This lead has been developed to the point where electrical systems now can be used to sweep small areas of shallow water free of fish. the La Jolla scientisst told the group.

CREWMAN BADLY HURT

Two Fingers Lacerated

San Diego, California, June 19 — (MPA)—Suffering from severe lacerations of two fingers of his right hand, Guilo Olekhnovitch, 46, of 1726 Columbia St., San Diego, crew member of the fishing boat *Newhome*, was brought home by a Coast Guard plane from Cedros Islands.

The injured fisherman was taken to the Naval Hospital. The mercy plane piloted by Lt. Comdr. H. F. Rohrkemper. The *Newhome* is from Newport Beach and carries a crew of four.

ALBACORE PRICE LOW

Cannery Officials Firm

San Diego, California, June 19 — (MPA)—Albacore fishermen operating out of San Diego were receiving $350 a ton for catches during the early stages of 1951's season, a drop of $50 from last year's maximum price.

Marvin Hopkins, representing George Castagnola, of Santa Barbara, buyer for Westgate-Sun Harbor Co., said the price will prevail until canneries refuse to buy at this figure. Representatives of San Diego's other canneries said they probably will follow the price policy of Westgate-Sun Harbor.

Hopkins predicted the 1951 season will be a "mad house." He said that while a huge fleet operated out of the harbor last year this season will set a new record for the number of craft coming here from Alaska, Puget Sound, Columbia River and northern California waters.

Meanwhile, the high seas tuna fleet, which has been returning from the Mexican and Latin American fishing banks with heavy skipjack and yellowfin catches, faces a possible tieup in September. With canneries again stocking huge inventories, cannery operators are planning to put into effect by early autumn a rotation sailing policy. Thus some clippers may have to remain in port from six weeks to two months before returning to sea. In anticipation of this, many clipper skippers have delayed their summer vacations and are heading seaward as rapidly at their vessels are unloaded.

Six tuna clippers brought 1750 tons of yellowfin and skipjack from the southern banks since early Sunday. They included the *Sea Lady, Chicken of the Sea, Victoria, Sea Boy, Martin B* and *North American.*

Capt. Salvador Inacio of the *Martin B* reported that nearly 100 San Diego clippers are fishing off Corinto, Nicaragua, and in the Gulf of Panama. Returning fishing craft reported that a few albacore have been caught in the vicinity of San Geronimo island on the Baja California coast. They average from eight to ten pounds, which is normal for the start of the season.

FISH AND WILDLIFE BUSY

East Coast Program Underway

Boston, Mass., June 21—(MPA)—On June 18 the exploratory fishing vessel, *Western Explorer*, of the Department of Fish and Wildlife Service's Branch of Commercial Fisheries sailed from Boston, Mass., to start a four-month bluefin tuna survey in New England waters.

The vessel, according to a Fish and Wildlife bulletin report, will search for untapped resources of bluefin tuna in waters principally of the shores of Maine and Massachusetts. Primary objectives of the cruise are to locate commercial concentrations of bluefin tuna, and determine their pattern of abundance, direction of migration, and potential quantities for commercial use. On their results will hinge the development of an entirely new fishery in the New England area.

The 85-foot Pacific-Coast type vessel carries an 11 man crew, and is fully equipped with a 28,000-pound and 2,100 foot purse seine. The seine will be used to take schools of bluefin tuna in the 75- to 150-pound class, which are considered the best size for canning.

$100,000 CLIPPER WRECKED

Hits Reef in Bolinas Bay, Costa Rica

San Diego, California, June 21 — (MPA) — The *Swiftwater*, a $100,000 tuna clipper, was wrecked on a reef in Bolinas Bay, Costa Rica, on June 20. The vessel was the third fishing craft lost in Mexican or Central American waters in six weeks.

In attempting to escape the wrecked boat the 11 crewmen almost drowned when the power skiff in which they were riding was smashed against the vessel by a heavy sea. They escaped safely, however, when nearby residents rigged an escape line from a buoy to the shore. The *Swiftwater*, owned by the Columbia River Packers Association, had been fishing in Costa Rican waters since early May.

Other mishaps occurring in foreign waters was the recent sinking of the *Calmex II* off Cedros Islands with the loss of 23 lives, and the San Diego fishing schooner, *Carol Ann*, which struck a reef May 7 near San Francisco Bar, 40 miles east of Salina Cruz.

NEW CLIPPER HERE

Royal Pacific Makes Maiden Voyage

San Diego, California, June 21 — (MPA) — The $275,000 tuna clipper *Royal Pacific*, co-owned and skippered by Andrew Morthland, arrived in San Diego on June 20 from the builder's yards in Tacoma. The vessel has a capacity of 230 tons and sailed on her maiden voyage for the South Pacific Fishing Co., of Long Beach, California.

DROP IN MAY SEAFOOD CATCH

4,000,000 Pounds Less This Year

San Diego, California, June 21 — (MPA)—Nearly 7000 tons of seafood were delivered to San Diego canneries by the fishing fleet during the month of May, Capt. Donald Glass, head of the local office of the state division of fish and game disclosed in a report to this magazine.

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The catch, valued at $1,450,000, was four million pounds less than last year's May total. It included 8,207,101 pounds of yellowfin, 5,429,712 pounds of skipjack, 57,035 pounds of yellowtail and 52,762 pounds of pismo clams. Also delivered to the canneries in May were 60,842 pounds of frozen albacore, presumably imported from Japan.

NOVEL FISHING CRAFT LAUNCHED

Built in Owner's Backyard

San Diego, California, June 21 — (MPA)—A fishing craft designed to trol almost exclusively while powered by sail was launched in San Diego's teeming harbor last month.

The unique fishing boat, a two-ton, 40-foot affair, was launched at the B street pier. Named the *Kala* by its owners, Thomas Burnham and Thrysus Field, the small craft took a trial run around the bay in preparation for an albacore fishing trip.

The owners took 18 months to build the sleek little boat in the backyard of Durnham's home in Ocean Beach, California. It is equipped with a small diesel engine to be used in case of emergency and when entering or leaving port.

MORE BOATS ARRIVE

56 Tie Up in San Diego

San Diego, California, June 21 — (MPA)—Fishing craft continued to arrive in port yesterday as vessels of all sizes made ready to sail when word is received that albacore have been sighted in local waters.

Fifty-six more vessels arrived in the Southern California tuna fishing capitol this week, including the *Hike II* from Ketchikan, Alaska, *Sea Amber* from Eureka, the *Faye* from Aberdeen, and schooner *Schmoo* from Morro Bay.

POSSIBLE RECORD YEAR

Grays Harbor Totals Huge Count

Seattle, Washington, June 21—(MPA) —Grays Harbor landings through June

Win "Her" with

DIAMONDS

from BARANOV'S

YOU can always depend upon the quality of DIAMOND creations selected here. Compare our values, too!

"The Jewelry Store that Confidence Built"

BARANOV'S *Jewelers*

FIFTH AVENUE AT BDWY.
2911 UNIVERSITY AVENUE
. . . and NATIONAL CITY

Mac says:

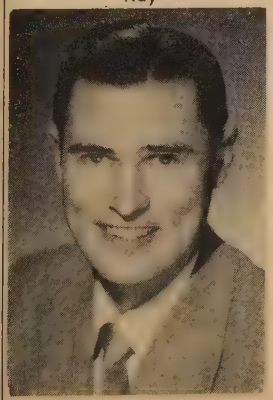
When you need stationery, cards, reprints of your ad, announcements, invitations, or any kind of printing, in a hurry and reasonable . . . .

Just Whistle

John T. "Mac" McInnis

PRINTING and PUBLISHING
PHONE ORANGE 707
127 SOUTH OLIVE ST. ORANGE, CALIFORNIA

"Ray"



RAY DICKSON
Gen. Sales Mgr.

Picked that vacation spot yet?

GO VACATION WAY

In the 1951 Pontiac

CHOICE OF COLORS, BODY STYLES, AND ACCESSORIES

See Ray at:

EL CORTEZ PONTIAC CO.

16th & Broadway (Auto Row) *"The Home of Your Pontac in San Diego"*

F-6656

"Randy"

RANDY OVERLEASE
Service Manager

Fair Winds

By SEYMOUR E. FRANCIS

STUDIES on the marketing of frozen fish in packages reveal that housewives are often confused in making seafood purchases because of the large numbers of newly cooked seafood items on the market and because many people are not familiar with the various kinds of fish being put in these packages, according to Walter Fitzgibbon of the Kroger Company, Cincinnati, in a speech to the National Fisheries Institute at their recent Boston convention.

Mr. Fitzgibbon illustrated with slides the steps which the Kroger Company have taken to improve the packaging of their complete line of consumer packages which they have designed to carry proper identification to the consumer.

Believing that their research would be helpful to others faced with the problem of packing seafood products, Mr. Fitzgibbon explained the factors that should be brought forcibly to the attention of purchasers. They include: name identification, which is a guarantee of quality and freshness; the name of the seafood item in the package through association of color and name of product for easy selection; and information concerning the handling and preparation for cooking the contents of the package.

Mr. Fitzgibbon stated: "It is the consumer who tells the food processor and retailer how she wants to buy and what she is willing and can afford to pay. Her demands must and will be respected more and more as self service merchandising methods of food products increase in scope.

"In the seafood business the wrapping of fish fillets in parchment represented the first great improvement in merchandising fish. When self service became a dominant factor in the merchandising of all kinds of seafoods at a time when the consumer was accustomed to buying other goods in clean, convenient eye-appealing packages, it was obvious that fish would have to be packed in the same way."

To help illustrate his points of fact, the Kroger Company supplied many feet of colored film, which were used to study consumers' buying habits and her likes and dislikes. An analysis of these pictures helped to determine the Kroger design of the new packaging for seafoods.

The method of bright and appealing displays in store windows and on the shelves in retail stores is not too new an advertising procedure to West Coast fishery officials. Canneries in Southern California have long advocated the use of bright, colorful designs on their tin labels, and their belief is bearing fruitful results, as witness the tremendous rise in sales of their products.

Gaudy colors always attract attention, and, if uniformly placed on a product will do more than attract startled looks from the shopper. They will sell themselves! And, a dealer who can additionally arrange outstanding display designs on his store floor or in his window will do a landslide business of selling fish products. Now, to further help in putting the gigantic sales program of fishery products across to American housewives, cannery officials are adding recipes and helpful suggestions to the literature gracing their company labels. Needless to say, this aids in selling many, many other types of merchandise that are necessary to complete a certain recipe.

Some suggestions along the advertising angle are the following potential sales boosters:

"Canning" fish in glass containers. The glass could resemble the shape of a fish, such as a tuna, or, even more attractive, colored glass containers in the form of a lobster, crab or clam, with the company's brand name stamped onto the container. This, of course, would assure cannery companies of a definite place in Mrs. Jane Doe's kitchen.

15 promise a possible record year for troll catches of chinook salmon in offshore Washington waters, the Department of Fisheries reported the latter part of last month. A total of 1,506,000 pounds already have moved onto the market through LaPush, Westport and Aberdeen, compared with 1,331,000 for the entire season on the parent 1947 cycle.

Grays Harbor landings in 1950 were 1,084,000 pounds; in 1949, 1,509,000 pounds, and in 1948 1,848,000 pounds.

At the present stage of the season, the catch in 1947 had reached only 604,000 pounds. Last year's landings through June, 3½ months after the season opening, amounted to 844,000 pounds. The offshore chinook fishery will continue through October.

The increased catches may be correlated with the expansion of the department's chinook rearing program. Plantings have been stepped up two million fish each of the past four years, from 6,838,000 in 1948 to 12,700,000 this year. Ninety-five percent of the output from the state's 15 hatcheries normally is composed of chinook and silver salmon.

102 NEW FISHING VESSELS

Washington Adds 18 to Fleet

San Pedro, California, June 25 — (MPA)—A total of 102 vessels of five net tons and over received their first documents as fishing craft during April, 1951—five less than in April, 1950. Washington led with 25 vessels, followed by Alaska with 18, and California with 12.

During the first four months of 1951, a total of 244 vessels were documented for the first time as fishing vessels, compared with 249 vessels for the same period during 1950.

RUSSIA BUYS DANISH VESSELS

They'll Be Paid for With Caviar

Smykrszkvlotmotvoia (Isvestiaoomskminsk County), Russia, June 25 — (MPA) — The Soviet Union recently signed a contract to purchase eight Danish-built trawlers, a recent release by the Russian newspaper, *Pravda*, reveals.

The boats will cost about 1.5 million Kroner (about $210,000) each and will be delivered in the next two years. (Note: the receipt of the above release from the Russian newspaper reveals that the Pan-American Fisherman Magazine has finally pierced the unpiercable Iron Curtain of inner Russia.)

MEXICAN SHRIMP IMPORTS RISE

April Figure Takes Big Jump

San Pedro, California, June 25 —

(MPA)—Imports of shrimp from Mexico during April, 1951 amounted to 3,574,504 pounds, compared to 2,211,635 pounds in April, 1950. The four-month total for 1951 was 14,143,486 pounds, over 1.6 million pounds more than the 12,500,999 pounds for the same 1950 period.

ICELAND ASKS ECA AID

Need Paper for Packing Fish

Iceland, June 25—(MPA)—The Government of Iceland has requested ECA to finance the import of paper for packing fish (including manila board, cellophane wrappers, waxed cartons, and kraft paper), according to a June 4 release from ECA. The total dollar value is $60,000. The Icelandic importers for these items are: Solumidsod Hradfrystihusanna, Reykjavik (Quick Freezing Plants Assn. of Iceland), Kassagerd Reykjavikur, Reykjavik (Bos factory), and Samband isl. samvinnufelega, Reykjavid (Federation of Icelandic Co-operative Societies).

The request for a procurement authorization is announced at this time so that American suppliers, interested in the commodities involved, will have as much advance information as possible regarding purchases for which ECA financing has been requested.

7-WEEK JOURNEY ENDS

Experimental Ship Returns to Hawaii

Honolulu, Hawaii, June 25—(MPA)—The U. S. Fish and Wildlife Service research and experimental fishing vessel *John R. Manning* returned to Honolulu after a 7 week voyage of study and sampling of tuna fishes and oceanographic observation around the Line Islands.

$900,000 IN TUNA CATCHES

8 Tons of Albacore Delivered

San Diego, California, June 28 —(MPA)—Eight tons of albacore and 1,625 tons of tuna reached port from dawn Sunday, June 24, to sundown Wednesday, June 27. The tuna cargoes, valued at approximately $900,000, were in the holds of the clippers *Sea Giant, Sea Wolf, White Sea, Viking, Mercator, Joan of Arc, Mauritania* and *Lusitania.*

The albacore catch was delivered to the High Seas Tuna Fishing Co., Van Camp Packing Co. and to Westgate-Sun Harbor. The fishing smack *Bristol* had 1100 pounds of the long fins. The *Salvator Padre*'s 50-albacore catch averaged 15 pounds each. All canneries were paying $350 a ton.

Fishermen reported high seas and unusually strong winds prevailed all last month on the banks in the vicinity of San Geronomi and Guadalupe Islands off Baja California where albacore schools are running.

MISS CALIFORNIA JOINS FLEET

Sousa Ship's Skipper

San Diego, California, June 28 —(MPA)—Piloted by "Johnny the Sheik" the 96-foot $250,000 tuna clipper *Miss California,* newest addition to the San Diego high seas fishing fleet, arrived on June 27 yesterday from Tacoma, Washington.

"The Sheik," Capt. John B. Mladinich, has piloted or been skipper of 148 San Diego fishing craft since he first went to sea in 1911. He holds a master's license for any type of vessel and it is his boast that he can moor a blue water freighter to a piece of bull kelp in the Sargasso Sea.

The *Miss California* was buitl for Sanuel Sousa and associates. Sousa will skipper the vessel. Capable of carrying 150 tons of fish, the boat will operate for the French Sardine Company. It

will be equipped with radar here before sailing on her maiden voyage.

The new tuna clipper *Crusader,* of which 26-year-old John W. Cardosa will be skipper, is due here soon from Tacoma. The craft will fish for the California Tuna Canning Co. plant at the foot of twenty-eighth St.

OLD TIMERS ARRIVE IN S. D.

Join Albacore Fleet

San Diego, California, June 28 —(MPA)—Two well known names joined the huge fleet of fishing craft that are now making San Diego their temporary home port during the albacore season.

They included the jig boats *Adm. King* and *Gen. Pershing.* This is the second successive year that Capt. Andy Pignati has brought the *Adm. King* here from San Francisco for the albacore season. The craft is named for the chief of naval operations of World War II. The *Gen. Pershing* hails from Morro Bay.

FISHERY PRODUCTIONS RISE

Wholesale Increase

Washington, D. C., June 28—(MPA)—In spite of a seasonal increase in production of fishery products during March, wholesale prices for most varieties rose. The wholesale index for edible fish and shellfish (fresh, frozen, and canned) for March was 112.1 percent of the average reported in 1947. That shows a 14.7 percent above March, 1950, the Bureau of Labor statistics of the Department of Labor reports. Demand was generally reported good, except for frozen halibut.

Due to lighter landings of haddock at New England ports and bad weather conditions in the Great Lakes, prices of fresh haddock and fresh-water fish rose 7.9 percent, but this was partially offset by a decline of 8.8 percent in frozen western halibut prices and a slight drop in salmon prices.

Canned fishery products prices in March reversed their upward spiral and dropped slightly. The month's figures show a 0.1 percent increase over February but 33.2 percent above March, 1950.

BRITISH BUILDING NEW CRAFT

Will Be Best of Its Kind

England, June 28—(MPA)—A new quick-freeze factory ship, *Salvesen,* is being built ni Great Britain. It will be an improvement over the *Fairfree,* the largest and most modern of the British quick-freeze fishing vessels.

The new vessel will incorporate improvements based on the experience obtained operating the *Fairfree.* It is anticipated that the new ship will be in operation sometime in 1952, according to the British periodical, *The Fishing News.*

A new development for this type of vessel is the incorporation of a fish meal plant aboard permitting the factory ship to process her offal. A liver-oil plant is also being installed. This new trawler will be able to operate at sea for as long as 90 days.

This ship is being constructed in an effort to duplicate the success enjoyed by the *Fairfree,* which has been reported to be operating with considerable success in the White Sea, Fareos, and off Newfoundland, landing substantial catches of quick-frozen fish at Glasgow.

SENATOR MAGNUSON VS. SCAP

Discuss Jap Treaty

Tokyo, Japan, June 28—(MPA)—United States Senator Warren G. Magnuson held meetings with representatives of SCAP's natural resources section on April 8 and 11 to discuss various aspects of Japanese fisheries, reports a SCAP weekly summary publication. In particular, proposed fisheries agreements between Japan and the United States were discussed. These fisheries agreements are expected to be concluded after the general peace treaty with Japan is signed.

At the first meeting, representatives of the Japanese fisheries agency and

(*Continued on next page*)

the fishing industry were introduced to the Senator. In the later meeting, members of the Japanese fishing industry stated their willingness to support the proposed fisheries agreements in accordance with the policy as outlined in the letter dated February, 1951, to Ambassador John Foster Dulles from Prime Minister Shigeru Yoshida.

COMMITTEE PRESENTS 4 BILLS

Affects Many Vessels

Washington, D. C., June 28—(MPA)—The House Committee on Merchant Marine and Fisheries completed its prolonged hearings on four bills last month. The bills would require vessels of 15 gross tons and over to have licensed operators and to abide by the same regulations of inspection by the U. S. Coast Guard as apply to steam vessels, and in some cases would require additional deck officers. Except for tuna clippers and trawlers of over 300 gross tons operating more than 50 miles off shore, all fishing craft were exempted from the terms of the bills.

MASS. LOBSTER SIZE INCREASES

Must Be One Pound or More

Massachusetts, June 28—(MPA)—A bill to increase the legal size of lobsters either taken in Massachusetts coastal waters or from out-of-state sources was signed last month by State Governor Paul A. Dever. On December 1, 1951, the new legislation will increase the legal lobster measure from 3 1/8" to 2 3/16", measured from the eye socket to the rear end of the body (*carapace*) shell. The bill further provides for a second increase on December 1, 1952 to a full 3 1/4" measurement which will then mean that all lobsters must be a pound or better in size.

Francis W. Sargent of Orleans, Director of the Division of Marine Fisheries, commenting on the bill said, "The increased legal size will not only provide the public with a larger and better lobster, but will also allow young lobsters an additional spawning season, thereby greatly increasing in a matter of a few years the total lobster population in our Bay State waters."

TIN-PLATE LATE

May Be Costly to Canneries

Lisbon, Portugal, June 23—(MPA)—An American Embassy dispatch last month disclosed that unless tin-plate shipments are made promptly part of this season's Portuguese sardine and tuna pack may be lost. There was, however, a report that orders for 3,761 metric tons of tin-plate was placed with United States mills, mainly through the efforts of the E.C.A. as claimant agency.

During the off-season, with the purchase of about 1,900 tons of tin-plate, Portugal's sardine canneries were able to accumulate small stocks of cans and to provide some work for their employees. It is questionable whether the quality of all the tin-plate was suitable for food canning.

GOVERNMENT NEEDS PAPER

Necessary Part of Red Tape Procedure

San Francisco, California, June 25—(MPA)—The NPA has ordered manufacturers of paperboard and cardboard, used in the food containers, to reserve part of their monthly production for government use.

SEVEN LEAGUE

(*Continued from page 9*)

beginning, for the city decided to construct the Cabrillo Freeway approximately twenty feet from their store soon after its doors opened. Their landlord, a shrewd businessman, evicted them in order to sell his property for a huge profit. It was then that Spinali, almost destitute of funds and with no prospect of a job, decided to try his hand at fishing for a livelihood, and, after many inquiries about employment aboard tuna clippers, he was signed on the *Sun*

J. M. MARTINAC SHIPBUILDING CORP.

Designers and Builders of COMMERCIAL FISHING BOATS

1501 RAILROAD AVENUE TACOMA, WASHINGTON

Southland

South Pacific

The J. M. Martinac Shipbuilding Corporation is proud to have assigned and built these successful clippers.

Mary Jo

Mary S

Cape Beverly

READERS!

MARINE PRESS-O-GRAMS IS YOUR HUMAN INTEREST PART OF THE MAGAZINE. WE WELCOME ANY ITEMS ABOUT YOUR FAMILY, FRIENDS, LAST TRIP AND THE "BIG ONE THAT GOT AWAY," ANYTHING TO MAKE OUR MAGAZINE BETTER. PHOTOS TOO. WE'LL RETURN 'EM. REGARDS,

PAN-AMERICAN *fisherman*

San Diego's Largest Commercial Fishing Boat Landing
Marine Brokerage • Slips for Rent • Fuel and Ice Dock

THE ANCHORAGE, LTD.
B-2-1285 • 5104 HARBOR DRIVE • SAN DIEGO • B-2-1935

Queen and accompanied that ship on its maiden voyage.

He made three trips aboard the *Sun Queen*, and when he had worked up to earning a full share for his labors he decided to quit fishing and devote more time to the perfection of his boot. He realized that all his efforts could not be concentrated on its completion, and, once again, went into business for himself. He opened a cleaning store in Point Loma, where, in six months, he had a booming business on his hands. By 1949, with business at the Loma Cleaners steadily increasing, he opened a clothing store. One year later, he moved the clothing store next to his cleaning shop at 1164 Rosecrans, Point Loma, where it is situated today.

Spinali was married on June 19, 1949, to a Point Loma girl, Bernadine Costa, whom he met during school days. They rent a home at 3020 Addison Street, around the corner from his stores. They have one child, Salvatore Junior, a one-year-old, who, Spinali remarks, "keeps me awake at nights." He owns a 1949 Oldsmobile, and considers himself a good driver. Spinali, a firm believer in comfort, usually wears the latest styles in casual sport clothes. He is a member of the Sons of Italy, Cabrillo Club, Kiwanis International, and the Point Loma Business Association, and is a confirmed Democrat, loves milk, and enjoys to "rough it" occasionally when hunting.

Spinali's establishments are now worth more than $20,000, and in July with the introduction of his new boot, plans for expansion will be in order. "I feel that Point Loma Village will build up to a complete business section," said Spinali on the subject, "and I expect to grow with it."

PRINCE

(*Continued from page 11*)

One morning in the summer of 1914, W. Marc, II, failed to show up at Lakeland for breakfast, and, when next the family heard of him, he was embroiled in the Spanish Honduras Revolution, under General Lee Christmas. Naturally, the family brooded for some time, and even went so far, in several conversations, to declare him lost. There was, however, a good deal of rejoicing to come. Late in 1917, the prodigal showed up, alive and fairly healthy, and the fatted calf immediately was knocked on the head, in preparation for an extended feed. But no more than a hind quarter had gone down their throats, before W. Marc, II, was again numbered among the missing around the family hearth, and, when word of his whereabouts drifted back on this second occasion, it developed that he had joined an expedition of American soldiers bent on settling the hash of Kaiser Wilhelm of Germany. The family didn't hear from him for more than a year.

IN 1918, however, he came home again, and W. Marc I, even though skeptical of his son's interest in the traditional McCausland scheme of things, decided to put him to work. With this in mind, he made Marc II General Manager of his plantations, and, moreover, he even extended, within a matter of months, the scope of his son's managerial jurisdiction to take in the barges and a Mississippi River showboat. But the lure of the dime-novel was still with him.

The Fisherman's YARD
24-HOUR SERVICE * REPAIRS
1000-TON DRYDOCK * MARINE RAILWAYS * COMPLETE SHOPS
HARBOR BOAT BUILDING CO. FISH HARBOR TERMINAL ISLAND, CALIF

Chrysler Plymouth
THE HOUSE THAT APPRECIATES A CUSTOMER!
MARK HANNA
INDIA at C Sts. Franklin 7557

SHIP'S PROVISIONERS
SINCE 1910
Retailers - Wholesalers of
- Quality Meats
- Fruits & Vegetables
- Domestic Food
- Liquor & Beverages

De Falco's
MARKET CO.
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F 7382 SAN DIEGO, CALIF.

Impressed by Poet Don Blanding's characterization of Hollywood, while reading one of the writer's works one evening in 1923, he immediately arose. threw the book in a corner of his suite at one of the plantations, packed, and caught the next train for California. In those days, as nostalgia-smitten natives like to recall, Hollywood was more or less what Blanding had called the city, i. e., a "Fabulous Babylon." Marc, II, it may be assumed, lost no time getting into the swim. In the stocks and bonds business from 1923 to 1930, he not only made money, but managed to retain enough of it to put him into an enterprise which he recalls as one of the most successful, as well as interesting, that he has promoted and operated in his entire colorful career.

From 1930 to 1940, he published a couple of magazines, both of which are remembered as among the best of their kind by people who were buying such stuff at the time. The first of these was a publication entitled *Police & Detective*, and the second, which was launched a year or so after the first, was known as Pacific *Coast Police Magazine*. Further, during the next seven years he formed the International Detective Chiefs Association, and was the guiding spirit behind the California Academy of Criminology at Los Angeles, an organization whose members are made up, in the main, of educators and scientists. He also made so much money that he retired in 1930, and allocated the next ten years to travel in Europe, Asia, and the North and South American countries.

THIS sort of thing, of course, finally bored him, and the start of World War II saw him in the State of Sonora, Mexico, in partnership with Don Pancho Elias. Don Pancho, a former Governor of Sonora and Minister of Communica-

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Distribuidores para la Republica Mexicana, de los productos de

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Reconversions • **Repairing** •

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tions for his Government, owned several ranches, one of which he split with McCausland for certain monetary returns, and, for the next five years, W. Marc, II, worked at becoming a cattle baron on a 100,000-acre *ranchero*. But in 1945, the old itch to be moving returned, and he sold out to Don Pancho, and took off on another gander tour, this time in Canada.

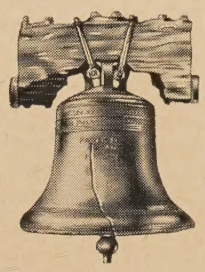
In Mexico City in 1948, on a visit to friends, someone told him of the wonders of sport fishing in Guaymas, Sonora. The next ten days saw him in Guaymas, where, by chance, he met General Ramos. Several days later, over coffee and cigarettes, the shrewd, robust "Robinhood of Mexico," invited McCausland to become a member of his many-faceted organization, and McCausland quickly accepted. Ramos wanted him as Public Relations Counselor, and, in this capacity, he has functioned with the General's concern since. The association, needless to say, has been a natural, in more ways than one.

In the case of General Ramos, he needed, at the moment of their meeting, a man versed in American societies, politics and economics, as he needed no other commodity. A gentleman of tremendous vitality and initiative, Ramos, on any given month of a year, has been known to have as many as five or six enterprises operating at once, some of which may depend largely on American market acceptance. Hence the demand for an American familiar with foreign connections. In McCausland's case, he had found, apparently, a man who could match his restless drive, and a business, as well, that could keep him from boredom. Certainly Ramos represents both.

BORN in Matzatlan, Ramos grew up and was educated at a time of extreme political and economic unrest in Mexico. His father's bequest left much to be desired in the way of riches, of the magnitude visualized at least by young Ramos. But, from the day he was appointed as Foreign Trade Commissioner in San Francisco, following a meteoric rise in agricultural administrative work, his success was assured. After serving his tenure at San Francisco, as a matter of fact, he went into the textile milling industry, became owner of several huge sawmills in his country, engineered one of the largest personal reclamation projects that Mexico has known, bought and expanded several sprawling cattle ranches and cotton plantations, and launched a fleet of banana boats, operating in and out of Mexican ports. His Number One bread-and-butter winner currently, of course, is Fomento Maritimo, and McCausland's duties at present are mainly concerned with this unit of Ramos' rapidly-growing organization. Overseeing the operation of the Guaymas Yacht Club, naturally, will not make his task lighter. But it is possible, by virtue of an excellent health and good humor, that he will find it not too difficult, even though the Club itself is roughly as large, and in most cases, more expensively outfitted, than the majority of small, first-class cafe-hotels. At any rate, the prospects of responsibility in both jobs seems to worry him little.

"The secret of getting things done," he explains, "is to talk someone into doing it for you. Failing that, do it yourself. But with the very minimum of effort. However, I will add one thing. In marriage this sort of philosophy will not work."

HE should know. Single now, he has been married several times, twice to very wealthy ladies. "Wonderful people," he recalls. "Perhaps they didn't understand me at any rate, they wanted me to settle down and go to work."



PROGRESS

(*Continued from page 12*)

CONTEST:

Boat owners should be interested in a unique seamanship contest announced last month by the Raytheon Manufacturing Company of Waltham, Massachusetts. Ten common problems or emergencies at sea are presented to the contestants. The one who submits the most satisfactory answers to the problems wins a new Fathometer Cadet, Raytheon's new echo depth sounder. To insure fairness to all contestants, Raytheon has engaged the Reuben H. Donnelley Corporation of New York to consider each entry for accuracy of answers and merit of accompanying letters. All entries will be forwarded unopened to the Donnelley Corporation, who will select a winner in consultation with a panel of boating experts. The officials will include such outstanding authorities as A. N. Clifton, Chief Commander of U. S. Power Squadrons; Charles F. Chapman, editor of Motor Boating, and Herbert L. Stone, editor of Yachting. All bonafide owners of numbered boats and documented vessels within the limits of the continental United States are eligible for entry in this contest. It costs nothing to enter and there are no obligations. For full particulars write: Contest Editor, Dept. 6460MC, Raytheon Manufacturing Company, Waltham 54, Massachusetts.

NEW BOOKLET:

An invaluable new booklet that gives a complete listing and addresses of virtually every dry ice warehouse in the country, almost 400 outlets in all, was announced last month by Foster-Built Bunkers, Inc., 757 West Polk Street, Chicago 7, Illinois. The booklet also features recommended dry ice requirements for bunkers in trucks and trailer units carrying frozen loads and non-frozen loads. These figures are given for door-to-door delivery trucks as well as for the various trailer lengths of over-the-road haulers and are adjusted to the various seasons of the year.

RANCHES

(*Continued from page 13*)

Simas left the employ of the New World Company on September 1, 1948, his agency had close to $12,000,000 insurance in force and was paying for new business at the rate of $3,000,000 a year. That, of course, is clear testimony to the five-foot, ten-inch, 161-pound Portuguese-American's ability to do a terrific job of everything he undertakes.

Manuel E. Simas, who is 57 years old, came to San Diego after he left Fresno and the New World Company. He declared he intended to do some fishing and personal production, but, as is evident, he couldn't "sit back and do nothing, so now I'm in business again." Simas is currently engaged in selling life, marine, and general insurance, and, according to him, his retirement plans have gone awry. Simas, a quiet, well-mannered and self-composed individual, said: "I came to San Diego to retire; to enjoy the excellent fishing facilities available in this wonderful harbor of ours, and to take life easy; today, I am in the middle of a growing business and seem to be getting deeper and deeper each month. Eventually, I know I'll be forced to open a larger office and hire a staff of personnel. That, quite naturally, means the postponement of my contemplated trip with Mrs. Simas to South America."

The Simas' residence is situated at 662 Rosecrans Street, Point Loma, overlooking the beautiful San Diego harbor. He is managing owner of three tuna clippers: the *Gem of the Sea*, the *Sonja*, and the *Helen S*. The *Helen S* is under construction at the Harbor Boat and Yacht Company and is scheduled to slip down the ways sometime in August. Simas is,

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in addition, part owner of the tuna clipper *Santa Rosa*, formerly the *Henry O'Malley* of Honolulu.

Located at 1261 Rosecrans Street, Point Loma, the M. E. Simas Boat Broker and Insurance Company is rapidly gaining prominence in San Diego's thriving marine industries. Simas doesn't believe in selling a client a policy and then forgetting him. He stresses the valuable public relations factor of personal interest in every client's premium, whether it's a small or large policy. He currently represents the following insurance companies in life, general and marine insurance: New World Life Insurance; Firemen's Fund Insurance Company, Royal-Liverpool Group; Reliance Insurance Company, and the Eagle Star Insurance Company.

While all these events have been taking place in M. E. Simas's life, he has maintained a definite touch with his entire family. He has brothers, all married, in San Jose, Los Angeles, Oakland and Chula Vista, and his three sisters, all married, live in Yreka, Northern California. He often flies north to visit the families and never fails to bring some warm memories back to San Diego.

Simas has quite a few policies distributed throughout the tuna fleet, and hopes to sell a lot more in the near future. He keeps in touch with his clients and manages to help them whenever he can.

The bespectacled, gray-templed Simas has held many important positions in insurance clubs and organizations, among them: past president of the Central California Life Insurance Association; past Director and Chairman of the executive board of the California State Life Insurance Association; past Director of the USO, Community Chest, CYO, and the International Institute; past organizing President of Life Insurance Managers Association of Fresno, and was voted a lifetime membership (honorary) in that organization. He also belongs to the Elks, Knights of Columbus, Kiwanis, and Cabrillo Clubs of California, and, in addition, belongs to the Point Loma Business Association.

The friendly insurance man always enjoys a good cigar, and has a constant supply of them on hand to offer associates or friends. His wife, Helen, doesn't seem to mind the odor of cigar smoke around the house, according to M. E. He enjoys listening to semiclassics in the music world, and occasionally attends a movie theatre.

It is doubtful, gathering from the number of facts and the increase in business in his company that Manuel E. Simas will get to go on his South American cruise for a long, long time.

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